

Quarterly News of the Nevada Department of Transportation



Building Structures Centerstage

Setting Goals, Looking Forward

The Director's Corner

**Tom
Stephens,
P.E.,
Director**



Governor Guinn is committed to improving not only the results of state government but also the process by which it gets results. He wants state agencies to operate more like a business, including expending the public's money wisely and working hard with great integrity, I believe we do this at NDOT. Now is a good time to look back over the past four years and forward to the next four.

One of NDOT's finest hours was our terrific response to the "Flood of 97" which closed most highways in northwestern Nevada. One of our most visible improvements was service to our customers through the establishment of a customer service office, improvement of our publications, addition of a website and institution of the Freeway Service Patrol in Las Vegas. Traffic delays due to highway construction have been significantly reduced with better traffic control plans that often include night work and avoid weekends and holidays. Significant early

completion bonuses were utilized for the first time.

NDOT's maintenance workforce got new equipment, new facilities and better support. The men and women engaged in construction supervision and materials testing met the challenge of more complex projects and longer project working hours.

Engineering put out hundreds of projects including NDOT's largest projects ever: the I-15/U.S. 95 Interchange and the I-15/Spring Mountain Interchange. Capacity of U.S. 95 in Northwest Las Vegas was increased in record time with the innovative (for Nevada) conversion of shoulders to auxiliary lanes. The challenging Carson City Bypass is being designed in-house.

Project programming shifted from a "maintenance first" to a "maintenance and capacity are equal" philosophy recognizing that traffic jams are just as big a problem as potholes in the fastest growing state. A billion-dollar list of "super projects" was formulated to address capacity needs. A 62% increase in annual federal funding was achieved in TEA-21 through close work with Nevada's congressional delegation.

My goals for the next four years are as follows:

1. Accelerate highway improvements by doubling NDOT's Annual Work Program.
2. Get all the "super projects" into construction.
3. Accomplish a long list of other important capacity projects.
4. Maintain all principal highways in good condition.
5. Reduce Las Vegas congestion with a high technology freeway management system.
6. Reduce traffic fatalities by targeting high hazard areas.
7. Formalize an employee career development program and establish a wellness program.

The men and women of NDOT are key to accomplishing these goals. Their work affects the lives of every Nevadan every day. NDOT is committed to public service.



Segmental Bridges A Really Big Show in Las Vegas



It's big, really big.

Just like the Spaghetti Bowl that it is designed to rebuild, the 550-ton gantry crane overlooking the state's busiest interchange is the biggest show in Las Vegas.

It is also a part of the most visible performance in the city, and with more than 330,000 vehicles passing each day, it is certainly the most attended.

The 450-foot crane used to hoist precast bridge segments—more than 675 of them weighing in at 66 tons each—was built especially for the critical crossing of U.S. 95 and Interstate 15.

The \$92 million metamorphosis of the Las Vegas Spaghetti Bowl will take place right before the city's eyes since traffic must continue to use the interchange even while it is being recreated.

It is like trying to rebuild a hotel with the guests still in it, a challenge to say the least.

"Our goal was to maintain a continuous flow of traffic during construction," said Bridge Division's Todd Stefonowicz who helped guide the project, along with Design's Tom Greco.

A unique engineering technique will help NDOT

meet the challenge. Eight freeway to freeway ramps will be rebuilt during construction. Four smaller spans will be standard cast in place structures but the larger four will be precast on an assembly line offsite, then trucked to town and launched into place, the first of their kind in Nevada.

Precasting bridge segments has some definite advantages for the Las Vegas location. Segmental bridges have been successfully used throughout the United States and recently in Colorado, Texas and Florida. The method was selected based on traffic volumes and movements, safety, the necessary construction schedule, staging requirements and comparative costs.

Building the segments offsite and out of harm's way results in improved quality control since inspection and testing can be done away from traffic and in the daylight unlike most Las Vegas area construction. Otherwise, conventional construction activity in the area would not only take much longer but would be far more disruptive, hazardous and distracting.

The project was designed by consultants Parsons, Brinckerhoff, Quade and Douglas, Inc., Las Vegas.



The \$92 million metamorphosis of the Las Vegas Spaghetti Bowl will take place right before the city's eyes since traffic must continue to use the interchange even while it is being recreated.

Meadow Valley Contractors, in charge of Spaghetti Bowl construction, hired subcontractor Walter and SCI, Inc. for the more than \$20 million contract to handle the precast segmental construction for the job. About 20 employees and four casting machines work on the assembly line building the blocks that will become bridges.

The team turns out an average of one segment per day, with each completed piece numbered, inventoried and stored in the yard.

Segments are trucked a few miles across town to the core of the interchange and then intricately placed into position ever so carefully by the gantry at a rate of a least one per week using a 10-person erection crew.



Segments are trucked a few miles across town to the core of the interchange and then intricately placed into position ever so carefully by a gantry crane at a rate of about one precast bridge segment per week using a 10-person erection crew.

Bridges By the Numbers

***330,000 vehicles per day
550-ton gantry crane
675 precast bridge segments
66 tons per segment
8 freeway to freeway flyovers***

The brand new three-piece gantry crane already has a few miles on it, according to NDOT Resident Engineer Ben Cass. Designed in Norway and manufactured in Malaysia, the crane was shipped to Los Angeles and then trucked to Las Vegas. It was built specifically for tight radius curves that will be necessary to improve operational characteristics of the core interchange.

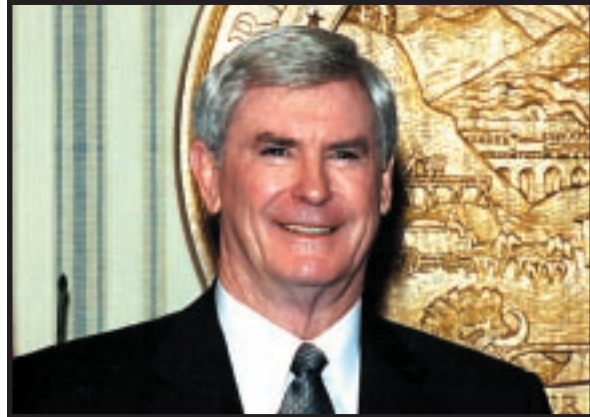
Cass and Crew 926 along with consultants Figg Engineering Services are overseeing the project that requires specialized technical skill.

The first target for completion was the flyover span connecting northbound I-15 to westbound U.S. 95 which began in the fall and is set to be in place by spring.



Welcome Aboard

Newest Members Named to The Nevada Transportation Board



Governor Kenny C. Guinn

Three new constitutional officers who took office in January join the Nevada Transportation Board which oversees policy and projects for the department. NDOT welcomes Governor Kenny C. Guinn, Lieutenant Governor Lorraine Hunt and State Controller Kathy Augustine.

Governor Kenny Guinn brings public and private sector experience to his new position as chairman of the Transportation Board. Guinn has served as president of the University of Nevada, Las Vegas, president of Southwest Gas Corporation, chairman of the board of PriMerit Bank

and superintendent of Clark County Schools.

Guinn graduated from California State University, Fresno and earned a doctorate in education from Utah State University in Logan.

Lorraine Hunt begins a four-year term on the Transportation Board as Nevada's lieutenant governor. Hunt, who moved to Las Vegas in 1943, has been active in local commerce and civic organizations for more than 20 years as a local small business owner. She was elected a Clark County commissioner in 1995 and served as chairman of the Las Vegas Convention and Visitors Authority Board of Trustees.

Hunt attended Westlake College of Music in Los Angeles.

Kathy Augustine joins the board as Nevada's state controller. A former state senator and assemblywoman representing Clark County, Augustine has served as chairman of the Senate Legislative Affairs and Operations committee and vice chairman of the Human Resources and Facilities committee. She was a teacher for the Diocese of Las Vegas and worked for many years in the airline industry. Augustine graduated from Occidental College in Los Angeles and earned a master's degree in public administration from California State University, Long Beach.

The board also includes Attorney General Frankie Sue Del Papa along with appointed community members Jim Thornton, Tom Gust and Caesar Caviglia.



Lieutenant Governor Lorraine Hunt



State Controller Kathy Augustine



Del Papa



Caviglia



Gust



Thornton

From Proposal to Project

Managing resources for transportation improvements is NDOT's challenge. Almost everyday someone contacts the department with an idea on how to change or add to a traffic situation. NDOT does take public comments into account in maintaining, constructing and operating the transportation system. Many different divisions work together to evaluate proposals and then to decide how and when they should be built. In 1998, 57 projects made it through the process.

Projects are typically generated for maintenance, safety or capacity reasons.

As a roadway lives its life span, it begins to deteriorate. To address rehabilitation, resurfacing and restoration, known as 3R, NDOT's Materials, Construction and Design division experts join local district engineers to evaluate the condition of the pavement. The 3R team's ultimate goal is to maintain the highway system at its best for the lowest possible cost. By being active, not reactive, in pavement preservation the department can approach timely rehabilitation.

Each year engineers identify projects that they determine to be necessary and rank them. Those projects then compete for available funding and some go into the current year schedule published as the Annual Work Program. Others may be scheduled for a later time or they will have to compete in the same process during the next year's evaluation.

Safety projects are generated by the Safety Engineering Division based on analysis of traffic crash information and other highway statistics that could indicate the need for an improvement in a highway's use or design. Projects are given a priority for inclusion into the Annual Work Program.

Capacity improvements are a response to increased demands on the state highway system. Because every travel lane has a given number of vehicles it can service in a given period of time, as demand increases, so does congestion. To relieve congestion, capacity must be added. There are a limited number of ways to add capacity. While some do not require additional right of way, most do and that means the price tag can be a big one. Capacity projects vie for funding just like other projects and the competition is tough.

Priorities and Payment

Program Development is a division of NDOT that makes it its business to deal with priorities and how to pay for them. Each year the department meets with every local county commission at least twice, once to gather input on proposed local improvements and later to announce the final picture for the Annual Work Program. The division also meets with regional transportation commissions in urbanized areas so the plan is a cooperative, coordinated and comprehensive approach to traffic management. Project proposals are published in the State Transportation Improvement Program.

Projects are given a priority for inclusion into the annual work program.

NDOT's public hearings officer plays a role in gathering community input about proposed projects as well. Environmental issues are also addressed at the informal public meetings the department holds to solicit public comment.

Once the preliminary guidelines for a project are in place there are assorted federal, state and local regulators who become involved in issues from air quality



to archeology. NDOT must comply with all regulations just like any other land user.

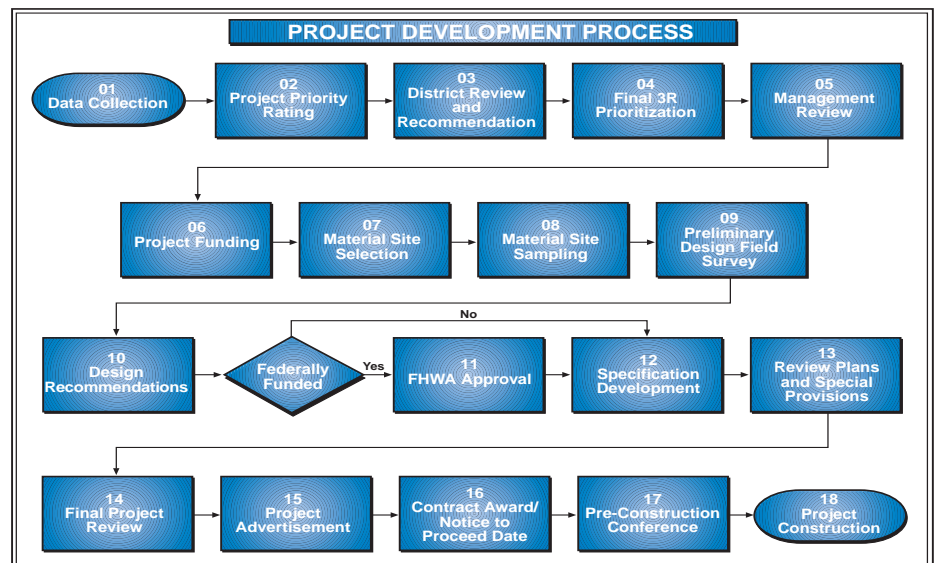
Planning Division charts the land with sophisticated satellite systems that help to take a snapshot of what the land looks like now and how and where it will change. Right of Way clears the ownership and access to the land that will be necessary for the project to be built.

Design Division puts the project on paper, removing hurdles that develop along the way and building on all the information provided to it by many other NDOT divisions such as Structure Design and Hydraulics.



Far left: Workers and traffic coexist at the Spring Mountain Interchange. Top right: Long before essential repavement begins, crews measure and map details for I-80 work east of Elko. Above: A capacity project to widen I-15 south of Las Vegas is already on the books. Left: Age and structural needs dictated that a bridge be replaced over the railroad in Winnemucca.

When engineering is complete and the project specifications are written, the project is ready to advertise for bid. Contractors review the plans and specifications with a fine-toothed comb, itemizing everything that will go into the job from asphalt to traffic cones. Traffic control during the construction process is specifically addressed in the contract. An apparent low bidder is named and then the bid is checked and crosschecked. At long last a contract is awarded and, weather permitting, the job will begin within 60 days. Ground is broken, the project is built and everyone celebrates when its done—until the next cycle begins.



Free Flow

Traffic—From Jean to Jackpot, the word is on the tip of everyone's tongue. How it's attracted, how it's distracted, how it's designed and refined are all topics of concern to a group of public and private transportation professionals known as the Nevada Traffic Control Committee.

"We're willing to work with everybody," says Don Campbell, NDOT's assistant chief of traffic design. In this case he is addressing the issues of access to the state highways but his words seem to sum up the partnering effort spearheaded by NDOT's traffic engineering team.

While NDOT has responsibility for how traffic flows on the 95,000 lane-miles of the state highway system, much of the state's traffic also belongs to numerous local agencies that range in size from small towns with limited resources to a county regional transportation commission that serves an area the size of New Jersey.

Coordination and cooperation are key to the free flow of both traffic and information. With the Nevada Traffic Control Committee, NDOT's Traffic Engineering Section of Design Division has taken an active role in facilitating a discussion among counterparts that deal in the business of traffic management.

"We have involved NDOT's Design and Safety divisions and local district engineering staff and we have invited

traffic professionals from local jurisdictions statewide that include communities from Douglas County to the city of Henderson," said Traffic Chief Scott Thorson. The Nevada Highway Patrol's Steve Cabral has been supportive along with other law enforcement officials. Private partners include the American Automobile Association, which takes an active interest in safety issues, along with vendors like 3M Company who provide information when their products relate to a particular issue under consideration.

The Federal Highway Administration brings another perspective to the committee of counterparts.

What the committee needs to hear is how recommendations will practically affect everyone involved.

"We embrace the concept but we have constraints," said Clark County's Rich Romer in a discussion of a particular traffic control measure. That is what they came to find out.

"Is this a problem for any of you?" asks FHWA's Greg Novak to elicit input from the

group. "Is it under control?" He presents a video produced nationally to share how states are coping with the Y2K problem as it relates to Intelligent Transportation Systems.

Issues that seem as simple as how to best install a left turn signal have complex safety and operational features to work through. Collaborating, the counterparts benefit from the different outlook each community brings. They learn from each other.

Traffic signal guidelines are among the many issues the group shares. They get perspectives on a variety of issues that include innovative techniques to control operations, calm traffic and improve equipment and technology. Public safety awareness campaigns sponsored by AAA are presented for input and information. Together they analyze statistics that cover fatalities, crashes and factors that influence them such as alcohol, speed and driver's age.

They discuss the relationship of Y2K and their future, and at the same time, the challenges of their aging equipment from the past. They face the balance of keeping up with the installation of new traffic control equipment in the fastest growing region and the need to struggle to maintain the existing equipment in the same area.

They are briefed on international signing in a tourist-oriented environment, pavement

markings, rumble strips, roundabouts, university research, the price of specialized signal parts, advances in marking pedestrian crossings and bicycle safety needs. They hear of national certification of traffic engineers, proposed legislation that will affect traffic safety, highway funding and the value of public opinions submitted via the Internet. They hear it all.

For traffic engineers, like the motorists they serve, there is great competition for their resources and their attention. To meet those demands, the Traffic Control Committee works together to maximize everyone's time, tools and talents and the end result is improved safety for the people who use the road.



Reasoning through traffic control issues are, from left, John Bartels, city of Henderson; O.C. White, city of Las Vegas; Sue Newberry, Department of Motor Vehicles and Public Safety; and Don Campbell, NDOT Traffic Engineering. Inset: The Nevada Traffic Control Committee works toward solutions. NDOT's Kelly Anrig presents material to Douglas County's Jeff Foltz while Traffic Engineering's Jon Erb and Barbara Dinsmore confer with Carson City Regional Transportation Commission's Harvey Brotzman, center.

Productive Partnerships

A Construction Perspective, Seeing Eye to Eye

If there is one constant in the highway construction business it is change. Methods, materials and mindsets are always being improved and updated. Enlightenment comes from both the design and the construction disciplines, from the public and private sector professionals who build Nevada highways.

NDOT is a partner with the Nevada Chapter of the Associated General Contractors of America, meeting quarterly to exchange ideas on the highway building process. Together, in an informal and indoor arena, NDOT engineers confer with construction officials on concerns from metric measurement to the federal highway budget as well as technical issues that affect materials testing results.

"If you don't ever get everybody in the same room you never get answers or solve things," said John Madole, Nevada AGC executive director. Representatives from several NDOT contractors attend the meetings, offering their input on what is working and what they need. They are joined by officials from the Federal Highway Administration along with NDOT's Director Tom Stephens and the department's construction, materials and district engineers.

They have the benefit of looking at projects from both sides, from beginning to end and when a job is over there is a lot to be said and learned.

"Do you like end result jobs?" asks Stephens. The response is an echo of yes from all sides. Now they know. "Can you keep the district and headquarters labs together on testing?"

"Yes," again is the answer from the department.

The collaboration of experts helps to keep the relationships positive and communication open so all parties can do their part in seeing to it that highway projects get built.

New Safety, Construction Chiefs Named

NDOT Director Tom Stephens has announced the appointment of two new division chiefs.

Fred Droles has been named chief safety engineer for the department, taking over for Jim Gallegos who was named to the project management team. Droles was previously with NDOT's Design Division as a principal road designer.

Ruedy Edgington was named chief of NDOT's Construction Division. He joined the department in 1981 and was most recently assistant materials engineer in the Materials Division. He replaces former Construction Chief Rudy Malfabon who became Washington's state construction engineer.



Droles



Edgington



Wondering About Y2K?

Traffic Signals Set for the Millennium

When the digital clock strikes midnight, 01-01-00, will the world still be the same? For traffic signals that point the way to the future, it will be just another day and life will go on as usual, according to NDOT's Traffic Division Chief Scott Thorson.

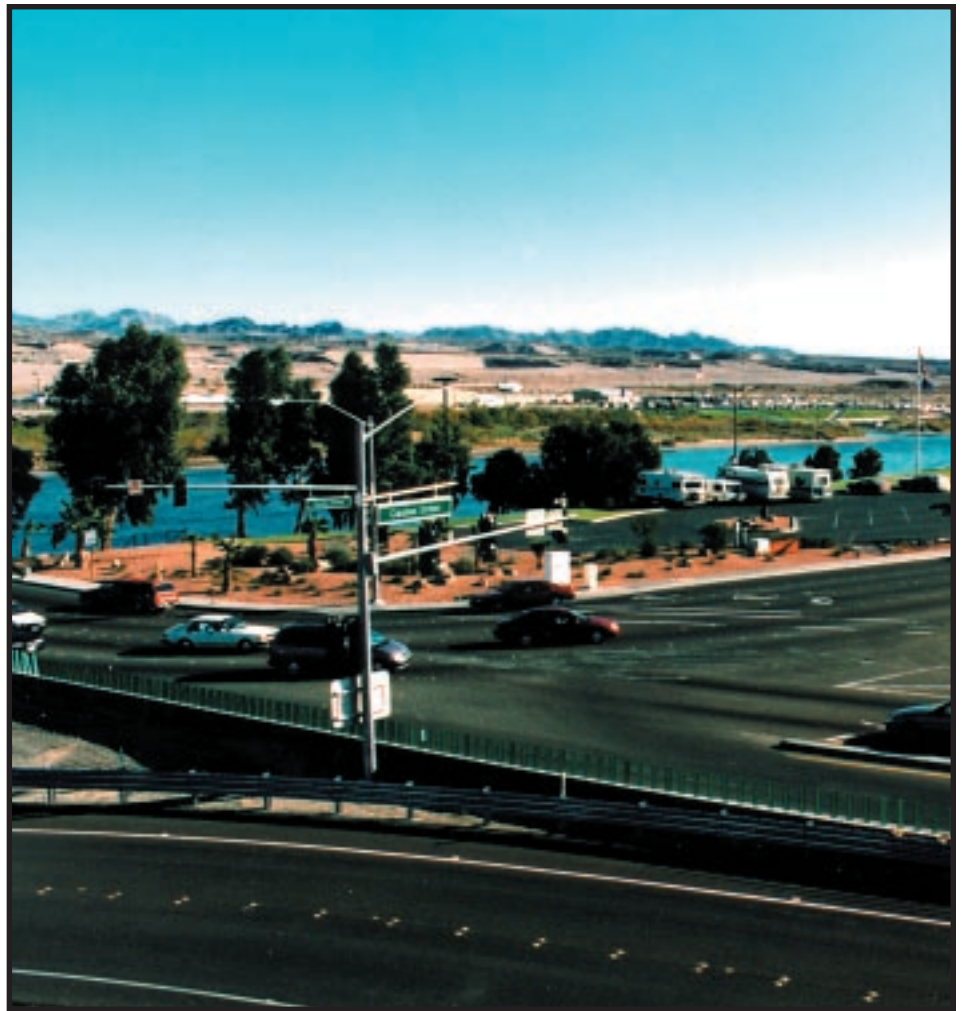
Traffic signals will fit into one of two categories, Thorson said. Either they will be old enough to be operated by something that does not depend on a computer date or they will be new enough that they have been given a clean bill of health, not susceptible to the millenium bug.

Now known as the Y2K, a computer's inability to envision what programmers meant when they left out the first two digits of the year that indicate the century has caused a huge headache for data processing professionals.

Either they will be old enough to be operated by something that does not depend on a computer date or they will be new enough that they have been given a clean bill of health, not susceptible to the millenium bug.

While computers control the world, traffic signals direct it. Motorists can be comfortable that the signals will not let them down on New Year's Eve or ever after following an audit completed on the department's behalf by local jurisdictions that maintain traffic signal systems for NDOT.

"We do not maintain any traffic signals of our own," Thorson said, contradicting a misconception many have about the stoplight at the end of the street.



"We design and install signal systems to address the flow of traffic but once they are in they are operated by the local agency." NDOT does replace signals that are damaged in accidents, for instance, according to agreements signed with the local governments. Then the department seeks reimbursement from those responsible for the damage.

Gerry de Camp, manager of the Las Vegas Area Computerized Traffic System runs the light show in Las Vegas. Known as LVACTS, the system is a joint operation of NDOT, Clark County, the cities of Las Vegas, North Las Vegas and Henderson, and the Clark County Regional Transportation Commission. The partnership's computerized system manages traffic signals in the Las Vegas metropolitan area from a centrally controlled traffic information center.

"No problems are seen at this time as we replace the old system," says de Camp. "A new computer control system will be in place in 1999. We have checks and balances and we are all working together to make sure there aren't any bugs." Even



so, says de Camp, the LVACTS team will be ready that fateful night.

"It's a safe bet that we will have a traffic detail ready to adjust traffic on the detour routes on New Year's Eve. We'll know about it right away if there is a need," he said, assuring motorists and pedestrians that they won't miss a beat on that super special Saturday morning.

Virtual Nevada

Traveling the silver state is easier than ever before as NDOT's newest website debuts at www.nevadadot.com.

Access is everything whether it is highways or information at issue. NDOT's new site provides quick and easy info at the click of a mouse on nine different major topics, among the most frequently asked for items of interest to the department's various publics from motorists to major contractors and from travel writers to truckers.

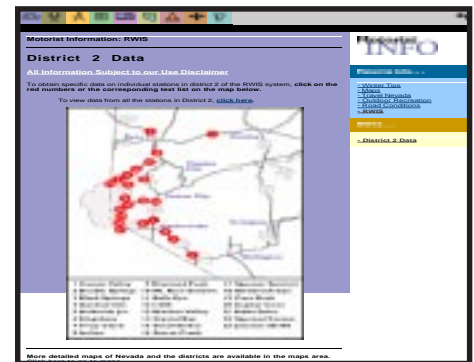
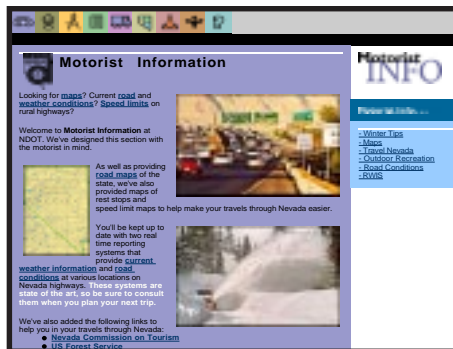
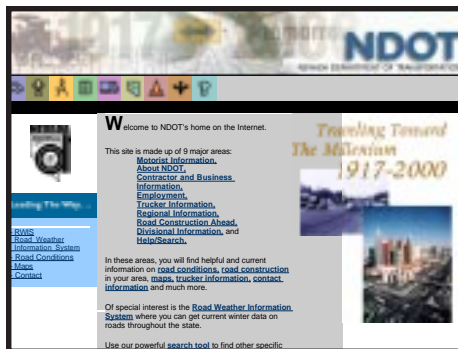
Members of an NDOT steering committee put their heads together to develop a site that would suit many needs. On the team were Rick Nelson, District II engineer; Ed Wilson,

Customer Services; Jim Demme, Jim Elbert, Rich Sheldrew and Greg Fitch, Data Processing; Roger Grable, assistant director for administrative services; and Jenny Neill, special assistant to the director.

Weather and construction related traffic controls are available, with Road Weather Information System data automatically posted.

In addition to road conditions, the site provides weight limitation information to truckers that carry overdimensional loads and to companies which transact transportation business including encroachment permits, construction contracting, mapping and more. Web surfers will even find NDOT News.

Linked to neighboring California, Oregon, Idaho, Utah and Arizona, the site provides tourist and recreational information as well. Find NDOT in a nutshell at www.nevadadot.com.



Predicting 21st Century Transportation Needs

Frank Francois, executive director of the American Association of State Highway and Transportation Officials, provided predictions on where transportation is headed in the next century at the Transportation Research Board annual meeting. Francois, who retired in February, provided insights on the role of transportation in the development of the nation and also projected future trends that may be realized.

On reviewing transportation in history, Francois related his interpretation of the mission of transportation: "to move creatures, things and information from one place to another."

Tremendous change has been realized in the 20th century thanks to transportation advancements, according to Francois, from the dominance of

railroads at the turn of the century to highways and other modes providing United States citizens an amount of freedom and mobility unprecedented in modern times.

Francois' 10 predictions for the 21st century are:

- Transportation will remain vital to improving citizens' lifestyles and the economy.
- Many of the current problems facing the transportation community will demand solutions and they will be found. Such remedies are essential or the country's progress will cease.
- Highways and roads will continue to be the core of the transportation system and must be properly maintained.
- Intelligent Transportation System technology and revitalized transit systems will also help to address the country's transportation problems.

- The current renaissance of the railroads will continue and will help in improving freight movements.
- Intermodalism will continue to be a key issue and will demand a new way of thinking about transportation.
- Environmental impacts will be mitigated through improved technologies.
- The electronic movement of information will help to move people and goods more efficiently in the future in ways that cannot be imagined at this time.
- State departments of transportation will be at the vital center of transportation with the ability to make and implement transportation decisions at the state level.
- Research will continue to play a vital role to find improvements in transportation.

Montgomery Pass

Glorious Gateway to Southwestern Nevada

When Mike Miller went to work on Wednesday, his work area was one solid piece of white. At noon he finds himself comfortable and energized though he's been on the job since 4 a.m.

"It's warm now," he says. "It was only ten below this morning," he adds, accenting the word *only* as if it were a good thing.

Life in Montgomery Pass is a little unusual. Most of the average 800 vehicles that use U.S. 6 between Bishop and Coaldale are just passing through, but NDOT's four-man maintenance station is there to stay, charged with keeping the highways clear for commerce. About 40 percent of the traffic past their front door is made up of trucks delivering goods to Nevada and the rest of the world.

Late fall is carrot season when nearby Fish Lake Valley send its crops to market. Potatoes are also a high volume commodity in season.

But when the season turns to winter, Crew 177's Rich Hill, Wayne Brown, Brian Holcomb and Miller turn up the heat working long hours to clear their roads which include U.S. 6, State Route 360 that connects U.S. 6 and



Montgomery Pass' Mike Miller, clears a truck storage area after the storm.

U.S. 95, S.R. 264 and S.R. 773 linking Dyer and Coaldale.

"It's been a week since Saturday," says Hill who supervises the District I crew that has been working night and day to keep ahead of the snowstorms.

"You don't dare let this get a jump on you," says Miller, pointing to the wet asphalt as he heads down the road to clear a staging area used to hold trucks adjacent to the highway when conditions force closure. When the snow dumps on the road, he and his partners hit the slopes, sometimes six percent grades, with their powerful plows.

"We get on it early and stay on it," Miller says.

But how do they know when is early? In many maintenance stations, computers

help provide weather forecasting and pavement conditions. Not so in Montgomery Pass. Without connections to sophisticated computer networks the crews rely on the tried and true.

"We look at the end of the valley. If the clouds seem to be headed for Boundary Peak we'll be o.k.," says Miller, "but if they head for Truman Meadows it means snow is coming."

There is a reason for their disconnection. They just got a phone in December when fiber optic cable reached the area for the first time. Before that, the community was served by a party line shared by 10 other residents. When a call came in, anybody could answer it, kids,



NDOT families in newly renovated on-site housing had party line telephones until fiber optics arrived in December.

Hill, who lives 15 miles away in Benton, serves as captain and emergency medical technician for the local volunteer ambulance. His maintenance crew responds to help clear crashes. When they need help from the Nevada Highway Patrol, they are about an hour and a half away, with

open by 6:15 a.m. to transport students from Fish Lake to Tonopah High School. The narrowest of Crew 177's highways, the road is also used for heavy mining equipment but two blades will clear the whole road at about 24 feet wide.

"It will make you nervous with two cars on it," says Miller, who puts his right front tire on the fog line and clears the way when it is his turn for duty. No stranger to rural Nevada Miller is a third-generation Nevadan, who graduated from Whittell High in Douglas County and takes credit for building the Mountain City laundromat when he lived on the other Nevada border years ago.



At 13,140 feet, Nevada's highest point, Boundary Peak overshadows U.S. 6 at Queen Valley near Montgomery Pass eight miles from the California border north of Bishop.

neighbors or the casino down the street, and just like in the days of "I Love Lucy," anyone could tie it up for as long as they wanted.

Three residences on site at the maintenance station are now individually connected. "We're styling now. We've all got phones," says Miller.

Though they are only eight miles from the California state line and 42 miles from Bishop, there was no such thing as a fax in Montgomery Pass and cell phones only work sporadically throughout the district. Communication is a problem for the crews at work since they must depend on their radios to find the best way to connect them.

NDOT will spend \$16 million this year to reconstruct S.R. 360 from U.S. 6 to U.S. 95 along with U.S. 95 from Coaldale Junction to Luning.

the closest medical services in Bishop.

While still remote, the station has made some leaps of progress. New sander racks and lighting were safety improvements made to the station.

"You'd think we were in the big city with what we've got. The new sander racks are fantastic. We can be in and gone in five minutes," says Miller. Every minute counts when snow is falling. The school bus route along S.R. 773 has to be



L to R: Crew 177's Wayne Brown, Brian Holcomb, and Richard Hill.



Soper's Casino offers travelers a respite.

"We're not real city-oriented," says Miller of his wife Alicia and children Alex, 14, Tony 13, and Patricia, 8. "We've got two freezers and two refrigerators and we go to town once a month to stock up." Friends from school in Benton come to visit the kids at the snowboard path next door in the winter and they horseback ride in the summer.

"This is the only place to be."

Reinhart Lane Added to State Highway System

Upgrades, overlays, extensions and reconstructions are the name of the game for Nevada's transportation system. Seldom is the state highway system expanded to include new routes.

On a cold and blustery day in the open spaces of Winnemucca, Reinhart Lane became State Route 795, an alternate connection between Humboldt County's U.S. 95 and Interstate 80 via the town of Winnemucca.

S.R.795 came about as a trade for several secondary roads transferred to local jurisdiction in exchange for the two-lane highway that runs from U.S. 95 to S.R. 289. Long used as a shortcut to town, the dirt road was in great need of upgrading before it could serve its purpose for growing traffic volumes and join the state system.

NDOT and Humboldt County negotiated an agreement where the county would in essence pay to bring the road up to state highway standards. NDOT



Sharing the scissors at Reinhart Lane's opening were, from left, Director Tom Stephens, County Commissioners Tom Fransway and John Milton, Dean Mottram, Design Division, Mike Glock, assistant district engineer for Winnemucca and Dave Lindeman, resident engineer.

administered the \$4.5 million project with Canyon Construction and Nevada got its latest addition to the state highway system.

Design Division's Dean Mottram, along with Resident Engineer Dave Lindeman had the task of working out the alignment changes with the directive that for flood control reasons, the highway could not be raised nor lowered but must remain at the same elevation. Mottram was happy with the looks of the completed project he had created on paper.

"It's good to see how the road looks and works compared to what we expected

when it was designed," Mottram said. The designer was pleased at the progress that had been made, looking forward to the last layer of open grade that will be completed when weather permits next spring under the direction of Lindeman's Crew 920 which oversaw construction on the job for NDOT.

One benefit of the project for the town of

Winnemucca is that

many trucks that use U.S. 95 in that area will be able to use the new facility which avoids some tight turns and pedestrian activity adjacent to a local park on the main route.

"We've had a good relationship with NDOT for years," said County Commissioner Tom Fransway. "We appreciate the help we got from the director and the district directors.

"Humboldt County has been aggressive in working to get their highway projects done. This was their idea. We were glad to help," said NDOT Director Tom Stephens.

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NEVADA STATE TRANSPORTATION BOARD

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Nevada Department of Transportation

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On the Cover: The gantry crane used to launch precast bridge segments transforms the Las Vegas Spaghetti Bowl overnight.